

PETITION
OF
CITIZENS OF TEXAS,

PRAYING

The erection of a light-house on or near the north breakers at the entrance of the harbor of Galveston, and the restoration of the light-vessel lately removed from the entrance of that harbor.

APRIL 30, 1860.—Referred to the Committee on Commerce. Motion to print referred to the Committee on Printing.

MAY 2, 1860.—Report in favor of printing the usual number, without the map, submitted, considered, and agreed to.

To the Senate and House of Representatives of the United States in Congress assembled:

The undersigned, citizens of the State of Texas, do most respectfully represent:

That, on the 6th of May, 1847, they petitioned the Light-house Board, through their then Senator, the late General Rusk, for the erection of a screw-pile light-house on or near the north breakers, at the entrance of the harbor or port of Galveston, setting forth in the same the necessity for the light, a copy of said petition being hereunto attached and made a part of this petition, wherein it will be seen that this was no idle demand, but that the importance of the trade then showed fully that this port was duly entitled to such aids to commerce that the general government, in its wisdom, so liberally extended to all portions of our coast, for the common good of all.

The only knowledge the citizens of this State have had of the reception of said petition by the Light-house Board, has been the erection of two or three small beacon range lights, in lieu of the light-ship, and the light-ship removed, by which act every vessel that passes our bar, in or out, in hazy or foggy weather, is in danger of getting either on the north breakers or on the south middle ground.

That these beacon range lights "will serve as a better and more reliable guide to the harbor from the sea than the light-ship at present kept just inside the bar, (see report of Light-house Board in Finance Report of 1856-57, page 252,) we most respectfully deny, for the following good and substantial reasons:

1. They are placed in isolated positions, and in heavy northeast weather, when most needed, they cannot be lit up, and if lit up could not be seen.

2. The ranges are too close together, and too far inside the bar to be kept on and run for.

3. In the absence of the light-vessel just at that portion of our harbor where, either in foggy or hazy weather, it was necessary to "run close aboard" in order to know the true positions of the ship and the tend of the tide, no ship-master at all acquainted with our bar would trust his vessel to be run in by guess work. The United States mail steamers, that so frequently cross our bar night and day, are in constant danger of running ashore. The steamship Suwannee has already been ashore, because the range beacon-lights are not to be relied on.

No commission, either of scientific or practical men, left free to act and report on the subject, could ever have recommended the substitution of range beacon-lights for the light-vessel, after having visited the bar; and we cannot conceive how it ever was recommended by the superintendent of lights in this district, nor do we believe he ever did recommend it.

When we petitioned the Light-house Board for a screw-pile light-house and a lenticular apparatus for the south middle ground or the north breaker, the Light-house Board took away our light-vessel. This is a retrograde movement, not justified by the accompanying commercial statement of the port of Galveston, for the commercial year of 1858-59, (marked A,) nor justified by the returns of the custom-house at this port.

Your petitioners most urgently pray for the immediate restoration of the light ship, and an appropriation of ——— dollars for the immediate erection of a screw-pile light-house.

Ayers Perry,
Jones, Root & Co.,
L. H. Wood & Co.,
D. Bradbury,
William E. Torbert,
A. C. Crawford,
J. L. Darrugh,
Thomas Peacock,
S. A. Carpenter,
Wm. H. Copeland,
Isaac Naylor,
A. Cameron & Co.,
J. N. Reed,
E. R. Bracken,
R. H. Wynne,
J. Shackelford,
R. A. Brown,
T. W. Scott,
Dan. Phillips,
James Ferguson,
L. Oscar Briggs,

Wm. Hendly & Co.,
S. M. Hitchcock,
G. W. McMahan & Co.,
Block, Ware & Co.,
Dean, Randle & Co.,
R. & D. G. Mills,
J. H. McMohan & Gilbert,
Mather, Hughes & Saunders,
Ball, Hutchings & Co.,
Isadore Dyer,
Miller, Montgomery & Co.,
Southwick & Sons,
Adams, Jordan & Co.,
C. Stringfellow & Co.,
E. S. Wood,
Kauffman & Klaener,
Powell & Brother,
J. C. Kuhn,
Wood & Power,
E. B. Nichols & Co.,
Sorley, Smith & Co.,

Thomas John Higgs,
 Wilson Jenkins & Co.,
 James Byrne,
 James W. Bradford,
 Geo. H. Wilder,
 Rutson Maury, jr.,
 Pier & Banlard,
 William C. Carnes,
 Thomas McCarty,
 Briggs & Yard,
 Buckley & Byrne,
 A. Blum & Brothers,
 Richardson & Co.,
 Donovan & Rodgers,
 James Harrington,
 Dennis Neil,
 Joseph Ayers,
 Lorenzo Fletcher,
 H. Wm. Brown,
 Charles B. Frost,
 Charles D. Maynard,
 E. McLean,
 James A. Railey,
 Charles Railey,
 Thomas M. Joseph,
 T. O. Wilson,
 H. B. Andrews,
 John W. Harris,
 F. Gonzales,
 Peter Harris,
 F. G. Moeling,
 F. Hitchcock & Co.,
 A. W. Reynolds, brig Director.
 John P. Hutchinson, schooner
 Mary Helen,
 C. B. Halleck,

J. M. Brown,
 John G. Tod,
 E. P. Hunt, agent New York, Bos-
 ton, Philadelphia, and New Or-
 leans Board of Underwriters,
 John Leiney, master bark Kate
 Stamler,
 James Forster,
 D. C. Healey,
 Charles H. Kingsley,
 A. Burns,
 J. W. Spater, captain brig East,
 George Nicholas, bark J. Nicholas,
 J. P. Peters, John Stevens,
 Richard H. Ellis, ship B. R. Milam,
 William B. Crowell,
 Jeremiah F. Fuller, brig Vesta,
 D. J. Sturges, bark Petria,
 William Thomson,
 Joseph Osterman,
 Joseph W. Taylor,
 William Murphy,
 R. H. Howard,
 G. C. Rains,
 H. C. Bacon,
 J. K. Beaumont,
 John S. Jones,
 H. de St. Cyr,
 C. L. McCarty,
 J. W. Moore,
 Alexander Pitt,
 Charles Rossignol,
 J. E. Haviland,
 Benjamin F. Penniman,
 William H. Collins,
 A. Wakelee.

Notice to Mariners.

The schooner Excelsior will, after this date, be moored at the en-
 trance of Galveston harbor, in the same location recently occupied by
 the United States light-vessel, and exhibit a clear white light at her
 mast-head, visible at a distance of five miles, in clear weather.

E. P. HUNT,
Agent of the Underwriters.

Cotton Statement.

GALVESTON, SATURDAY MORNING,
April 21, 1860.

| | <i>This year.</i> Bales. | <i>Last year.</i> Bales. |
|---|-----------------------------|-----------------------------|
| Stock on hand 1st September, 1859..... | 2,655 | 1,899 |
| Received at this port to date..... | 157,896 | 114,268 |
| Received at other ports..... | 45,160 | 24,129 |
| Total | 205,711 | 140,296 |
| On hand and on shipboard not cleared..... | 19,353 | 13,041 |
| Exported to Great Britain to date..... | 67,679 | 27,223 |
| Exported to France..... | 4,169 | 5,314 |
| Exported to other continental ports | 19,553 | 18,915 |
| Exported to New Orleans..... | 39,902 | 22,264 |
| Exported to Mobile | — | 144 |
| Exported to Baltimore..... | — | 310 |
| Exported to Providence..... | — | 722 |
| Exported to New York | 32,891 | 29,949 |
| Exported to Boston..... | 22,164 | 22,414 |
| Total..... | 186,358 | 127,255 |

SORLEY, SMITH & CO.

Cotton Brokers' Report.

[From A. R. Wier.]

SATURDAY, A. M., April 21, 1860.

| | |
|---|---------------|
| Sales this week | 2,701 bales. |
| Exports this week | 3,921 bales. |
| Receipts this week | 3,213 bales. |
| Stock on hand and on shipboard not cleared..... | 19,353 bales. |

QUOTATIONS.

Classifications assimilating to those of Liverpool.

| | |
|---------------------|-----------|
| Inferior | Nominal. |
| Ordinary | 6½ a 7 |
| Good ordinary | 8 a 8¼ |
| Low middling..... | 9 a 9½ |
| Middling | 10¼ a 10½ |
| Good middling..... | 11 a 11¼ |
| Middling fair..... | Nominal. |
| Fair..... | Nominal. |

The demand the past week has been limited to only a few buyers. Our market still quite bare of desirable lists. Stock offering light. Quotations as above.

[From F. W. Malone & Bro.]

| | |
|-----------------------|--------------|
| Saturday, sales | 100 bales. |
| Monday, sales..... | 980 bales. |
| Tuesday, sales..... | 74 bales. |
| Wednesday, sales..... | 312 bales. |
| Thursday, sales..... | 175 bales. |
| Friday, sales..... | 1,060 bales. |
| | <hr/> |
| | 2,701 |
| | <hr/> |

QUOTATIONS.

Classifications assimilating to those of Liverpool.

| | | |
|---------------------|--------------------|------------------|
| Inferior | — | — |
| Ordinary | 6 $\frac{3}{4}$ a | 7 $\frac{1}{4}$ |
| Good ordinary..... | 8 a | 8 $\frac{1}{2}$ |
| Low middling..... | 8 $\frac{3}{4}$ a | 9 $\frac{1}{4}$ |
| Middling | 10 $\frac{3}{8}$ a | 10 $\frac{1}{2}$ |
| Good middling..... | 11 $\frac{5}{8}$ a | 11 $\frac{1}{8}$ |
| Middling fair | — | — |
| Fair..... | — | — |

We do not quote any particular change in prices, but think the market rather in favor of buyers, owing to the description of cotton offering; for even running lists of middling and above, outside figures may be had.

For the week ending Tuesday, April 17.

GALVESTON, Wednesday, April 18, 1860.

| | |
|--|---------------|
| Receipts this week..... | 3,188 bales. |
| Sales (up to Saturday)..... | 2,042 bales. |
| Exports (up to Saturday)..... | 6,338 bales. |
| Stock on hand and shipboard not cleared..... | 20,061 bales. |

QUOTATIONS.

Classifications assimilating to those of Liverpool.

| | | |
|---------------------|--------------------|------------------|
| Inferior | 4 a | 6 |
| Ordinary | 6 $\frac{3}{4}$ a | 7 $\frac{1}{4}$ |
| Good ordinary..... | 8 a | 8 $\frac{1}{2}$ |
| Low middling..... | 9 $\frac{1}{4}$ a | 9 $\frac{1}{2}$ |
| Middling | 10 $\frac{1}{4}$ a | 10 $\frac{1}{2}$ |
| Good middling..... | 11 a | 11 $\frac{1}{2}$ |
| Middling fair | — | — |
| Fair..... | — | — |

Unfavorable advices from abroad have caused buyers to stand aloof, and in the absence of a fair demand, our quotations are nominal.

MULLER & ENGLISH,
Cotton Brokers.

GALVESTON LIGHT-VESSEL.

The removal of the light-vessel from the entrance of Galveston harbor, has given rise to much inconvenience and many complaints. The range-lights erected on Bolivar Point, and Pelican Spit, to supply the place of the light-vessel, have been found entirely unsuited to the purpose, and vessels bound to this port have gone past without seeing these lights, but others have been in imminent danger of being wrecked in approaching the harbor in the night. A petition and remonstrance has been forwarded to Congress by those interested in shipping here, asking that the light-vessel be immediately replaced, and an appropriation made for an iron-screw light-house on the bar. They have, also, as will be seen by the following letter to E. P. Hunt, Esq., agent for the underwriters, caused another vessel to be placed there, for the purpose of exhibiting a light, at private expense. The importance of this light may be inferred from the simple fact that fifty thousand persons and forty millions of dollars in property pass over the bar in a year, and these amounts are constantly increasing. As will be seen by the notice published yesterday, Mr. Hunt has responded to the request embracing the following letter, by placing a vessel on the bar, to exhibit a light:

GALVESTON, *April 16, 1860.*

DEAR SIR: Since the removal of the light-ship from her station as a range-light near the outer bar, the steamship Suwannee, from New Orleans, with a valuable cargo, has been ashore on the north breakers, and as accidents of this character are liable to occur at night, and in hazy and foggy weather, from the absence of a light at or near where she lay, we, the merchants of Galveston, ask of you, as underwriters, agent, to procure a suitable vessel to take the place of the light-ship during her absence.

You are fully aware of the importance of a light at that place, and none more interested than those you represent. It has been several years since the light-ship has been placed in a position as a range, light, and the shipmasters visiting this port, and more especially those that command the Southern Steamship Company's mail steamers, and those in the coasting trade, who are in the habit of passing in and out at all times of the night, can testify to the importance of this light, and it seems to us that when the general government or the Light-house Board are made acquainted with these facts, that they will order the light-ship back to her station, to remain there until the screw-pile

light-house, now in contemplation of being built, is completed. Confident you will act promptly in the matter, we are, respectfully, yours,

WM. HENDLEY & CO.,
 L. M. HITCHCOCK,
 G. W. McMAHAN & CO.,
 BLOCK, WARE & CO.,
 DEAN, RANDLE & CO.,
 R. & D. G. MILLS,
 T. H. McMAHAN & GILBERT,
 MATHER, HUGHES & SAUNDERS,
 BALL, HUTCHINGS & CO.,
 ISADORE DYER,
 SOUTHWICK & SONS,
 ADAMS, JORDAN & CO.,
 C. STRINGFELLOW & Co.,
 E. S. WOOD,
 POWELL & RUTHVEN,
 AYERS & PERRY,
 JONES, ROOT & CO.,
 KAUFFMAN & KLAENER,
 J. C. KUHN,
 WOOD & POWER,
 E. B. NICHOLS & CO.,
 SORLEY, SMITH & CO.,
 L. H. WOOD & CO.,
 J. M. BROWN.

E. P. HUNT, Esq.,
Underwriters' Agent, Galveston.

Port of Galveston.

ARRIVED.

April 14. Steamship Mexico, TalbotNew Orleans.
 April 15. Steamship Matagorda, Gardner.....Franklin.
 April 16. Schooner John Randolph, Limpkin...Sabine.
 April 16. Schooner Uncle Bill, Smith.....Sabine.
 April 17. Brig John Stevens, Peters.....New York.
 April 17. Brig Director, Reynolds.....Baltimore.
 April 17. Ship National Guard, Gates.....Liverpool.
 April 17. Schooner Sidney Price, Godfrey.....New York.
 April 18. Schooner Commerce, Cox.....St. Marks.
 April 18. Steamship Charles Morgan, Lawless...New Orleans.
 April 16. Steamship Orizaba, Place.....Franklin.
 April 20. Bark Milton, Bradford.....Liverpool.

CLEARED.

| | | |
|-----------|-----------------------------------|--------------|
| April 15. | Steamship Orizaba, Place | Franklin. |
| April 15. | Bark J. M. Hicks, Greenman..... | Antwerp. |
| April 16. | Schooner Uncle Bill, Smith | Sabine. |
| April 16. | Schooner Mallory, Marshall..... | Pensacola. |
| April 17. | Steamship Mexico, Talbot..... | New Orleans. |
| April 17. | Bark Trinity, Leask..... | Boston. |
| April 18. | Steamship Matagorda, Gardner..... | Franklin. |
| April 19. | Bark Croesca, Penny..... | Liverpool. |
| April 20. | Bark Pleiades, Knowlton..... | Liverpool. |
| April 21. | Brig Mary E. Jones, Jones..... | New York. |

Vessels in port at Galveston.

SATURDAY, April 21, 1860.

SHIPS.

| | | | |
|----------------------|-------------------|----------|-----------------------|
| S. Gildersleeve..... | Discharging | 847... | William Hendley & Co. |
| National Guard..... | Discharging | 1,046... | William Hendley & Co. |
| B. R. Milam..... | Liverpool | 472... | William Hendley & Co. |

BARKS.

| | | | |
|-------------------|-------------------|--------|---------------------|
| J. Nichols | Discharging | 365... | Adams, Jordan & Co. |
| R. G. W. Dodge... | Portland | 306... | Tankersley & Co. |
| Petrea..... | Liverpool | 494. | |
| Island City | Freight..... | —... | E. B. Nichols & Co. |
| T. W. House..... | Liverpool | 743... | E. B. Nichols & Co. |
| Kate Stamler..... | Havre..... | 481... | J. C. Kuhn. |
| Pleiades | Liverpool | —... | R. and D. G. Mills. |
| Walton..... | Liverpool | —... | Wood and Power. |

BRIGS.

| | | | |
|--------------------|-------------------|--------|----------------------|
| John Stevens..... | Discharging | 266... | Tankersley & Co. |
| Director | Discharging | 215... | J. C. Kuhn. |
| Nameaug..... | Discharging | 374... | Mather, Hughes & Co. |
| East..... | Discharging | 207... | Adams, Jordan & Co. |
| Mary E. Jones..... | New York..... | 275... | J. Shackelford. |
| Vesta..... | Boston | 249... | E. B. Nichols & Co. |

SCHOONERS.

| | | | |
|---------------------|-------------------|--------|----------------------|
| Alliance..... | Boston. | | |
| Marietta Tilton.... | Boston..... | —... | Tankersley & Co. |
| Sylvanus Allen..... | Boston..... | —... | Adams, Jordan & Co. |
| John Walker..... | New York..... | 232... | McMahan & Gilbert. |
| Ella Shindler..... | New York..... | 299... | McMahan & Gilbert. |
| J. H. Stroup..... | | 196... | Mather, Hughes & Co. |
| A. Townsend..... | Discharging | 288... | J. Shackelford. |
| Mary Helen | Freight..... | 235... | Tankersley & Co. |
| Sidney Price | | 200 | |

EXPORTS.

To New York, per brig Mary E. Jones.—308 bales cotton, 2,506 hides, 58 hogsheads sugar, 17 barrels molasses.

To Boston, per bark Trinity.—452 bales cotton, 82 hogsheads sugar, 121 hides, 1 bundle skins.

To Antwerp, per schooner J. M. Hicks.—1,643 bales cotton.

To Liverpool, per bark Croesca.—1,314 bales cotton.

Per bark Pleiades.—936 bales cotton.

Comparative statement of receipts and stocks of cotton on hand and on shipboard at the following ports at the dates annexed.

| Ports. | Received September 1. | | Stock on hand and on shipboard. | |
|--|-----------------------|---------------|---------------------------------|---------------|
| | 1859. | 1858. | 1860. | 1859. |
| | <i>Bales.</i> | <i>Bales.</i> | <i>Bales.</i> | <i>Bales.</i> |
| New Orleans, April 13..... | 2,034,358 | 1,582,447 | 385,277 | 318,224 |
| Mobile, April 6..... | 751,706 | 637,722 | 157,835 | 110,207 |
| Savannah, April 5..... | 471,773 | 411,568 | 43,529 | 53,359 |
| Charleston, April 5..... | 455,705 | 421,403 | 66,166 | 73,885 |
| Florida, March 30..... | 155,615 | 136,588 | 39,521 | 28,347 |
| Virginia and North Carolina, March 31. | 74,276 | 50,906 | 4,900 | 1,850 |
| Texas, April 7..... | 194,170 | 125,095 | 23,166 | 9,436 |
| New York, April 3..... | | | 85,673 | 87,530 |
| Other ports, March 31..... | | | | |
| Total bales..... | 4,138,203 | 3,365,729 | 806,067 | 682,838 |
| Total to date, in 1859..... | 3,365,729 | | 682,838 | |
| Increase this year..... | 772,474 | | 123,229 | |
| Decrease | | | | |

Commercial statistics of the port of Galveston for the commercial year 1858-59, commencing on the 1st of September, 1858, and ending on the 31st of August, 1859.

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(Compiled for the "Galveston Union," from the records of the United States custom-house at Galveston and from other official sources.)

LIGHT-HOUSE AT GALVESTON HARBOR.

| Shippers. | Exports for 1856-57. | | | | | Exports for 1857-58. | | | | |
|--------------------------------------|----------------------|------------------|--------|-------------|--------------|----------------------|------------------|---------|-------------|----------------|
| | Cotton bales. | | | Beef hides. | Total value. | Cotton bales. | | | Beef hides. | Total value. |
| | Europe. | U. States ports. | Total. | | | Europe. | U. States ports. | Total. | | |
| J. C. Kuhn.....in Galveston. | 5,617 | 3,783 | 9,400 | ..... | \$534,546 52 | 17,601 | 4,242 | 21,843 | 5,104 | \$1,917,127 00 |
| Kauffman & Klaener.....do. | 7,152 | 1,711 | 8,863 | 500 | 513,325 73 | 13,225 | 3,529 | 16,754 | 10,473 | 957,329 00 |
| Powell & Ruthven.....do. | ..... | 3,395 | 3,395 | ..... | 211,154 00 | ..... | 7,958 | 8,088 | 1,353 | 452,850 00 |
| E. B. Nichols & Co.....do. | ..... | 4,126 | 4,126 | 347 | 253,826 00 | 1,163 | 6,581 | 7,744 | 3,188 | 446,227 00 |
| R. & D. G. Mills.....do. | 6,640 | 5,228 | 11,868 | 895 | 720,439 35 | 4,402 | 3,335 | 7,737 | 1,881 | 444,827 00 |
| T. H. McMahan & Gilbert.....do. | 4 | 5,067 | 5,071 | 372 | 301,455 00 | ..... | 6,710 | 7,292 | 990 | 407,150 00 |
| Ladd & Armory.....do. | ..... | 3,187 | 3,187 | ..... | 185,643 00 | ..... | 6,216 | 7,191 | ..... | 395,505 00 |
| Sorley, Smith & Co.....do. | ..... | 1,229 | 1,229 | 3,325 | 95,141 00 | ..... | 3,346 | 4,117 | 550 | 235,405 00 |
| Wood & Power.....do. | 104 | 398 | 502 | ..... | 29,993 00 | 2,037 | 1,921 | 3,958 | 62 | 218,851 00 |
| W. Hendley & Co.....do. | ..... | 1,968 | 1,968 | 7,230 | 157,341 00 | ..... | 3,388 | 3,388 | 79 | 190,889 00 |
| John Shackelford.....do. | ..... | 1,412 | 1,412 | 128 | 83,455 00 | ..... | 2,944 | 3,169 | 1,424 | 186,053 00 |
| W. A. Kain.....do. | ..... | ..... | ..... | ..... | ..... | ..... | 852 | 1,658 | 2,510 | 139,050 00 |
| C. W. Adams.....do. | ..... | ..... | ..... | ..... | ..... | ..... | 338 | 845 | 1,183 | 65,072 00 |
| Dean, Randle & Co.....do. | ..... | 482 | 482 | ..... | 31,410 00 | ..... | 1,071 | 1,071 | ..... | 61,681 00 |
| L. Frosh.....do. | ..... | 6,337 | 6,337 | 14,337 | 440,116 00 | ..... | 529 | 529 | 3,461 | 41,458 00 |
| Th. Wagner.....do. | ..... | 15 | 15 | 13,016 | 67,307 00 | ..... | 180 | 345 | 16,633 | 83,747 00 |
| Ball, Hutchings & Co.....do. | ..... | 86 | 86 | 119 | 6,780 00 | ..... | 204 | 317 | 146 | 51,181 00 |
| Lewis & Lufkin.....do. | ..... | 163 | 163 | ..... | 9,495 00 | ..... | ..... | 319 | ..... | 17,545 00 |
| A. Heydecker.....do. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Sam Maas.....do. | ..... | 358 | 358 | 889 | 25,644 00 | ..... | 136 | 136 | 1,382 | 12,130 00 |
| L. S. Bearce.....do. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Schramm & Muller.....do. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Mather, Hughes & Saunders.....do. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| H. de St. Cyr.....do. | 51 | 101 | 152 | 114 | 12,323 06 | 50 | 56 | 56 | ..... | 4,980 00 |
| A. V. Arnim.....do. | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 50 | ..... | 2,750 00 |
| Sundry shippers.....do. | 1,339 | 262 | 1,601 | 558 | 101,558 82 | ..... | 5,573 | 5,388 | 3,725 | 343,188 00 |
| Merchants of Houston.....do. | ..... | 6,769 | 6,769 | 102 | 407,788 00 | 6,710 | 6,656 | 13,366 | 998 | 740,099 50 |
| Total export from Galveston..... | 20,907 | 46,075 | 66,984 | 41,432 | 4,188,742 48 | 49,576 | 67,815 | 117,391 | 51,459 | 6,714,094 00 |
| Total export from Matagorda Bay..... | ..... | ..... | ..... | ..... | ..... | ..... | 14,974 | 14,974 | 19,966 | 1,039,857 00 |
| Total export from Sabine..... | ..... | ..... | ..... | ..... | ..... | ..... | 12,065 | 12,065 | 1,012 | 722,966 00 |
| Total Texas exports..... | ..... | ..... | ..... | ..... | ..... | 49,576 | 94,854 | 144,430 | 72,437 | 8,476,917 50 |

COMMERCIAL STATISTICS—Continued.

| Shippers. | Exports for 1858-59. | | | | | | | | | | | | | | | | | | | |
|--------------------------------------|----------------------|-----------|---------|--------------|---------|-------------|-----------|---------|--------------|--------|--------------|------------------|------------------|---------------|----------|-------------------|--------------------|----------------------|--------------|--------------|
| | Cotton bales. | | | | | Beef hides. | | | | | Wool, bales. | Peltries, bales. | Tallow, barrels. | Pecans, bags. | Beesves. | Sugar, hogsheads. | Molasses, barrels. | Leaf tobacco, cases. | Cotton seed. | Total value. |
| | Europe. | New York. | Boston. | New Orleans. | Total. | Europe. | New York. | Boston. | New Orleans. | Total. | | | | | | | | | | |
| J. C. Kuhn.....in Galveston. | 23,793 | 4,600 | 1,652 | ..... | 30,045 | ..... | ..... | ..... | ..... | ..... | 48 | 19 | ..... | 502 | ..... | 332 | 801 | ..... | ..... | \$1,683,805 |
| Kauffman & Klaener.....do. | 20,353 | 4,279 | 414 | ..... | 25,026 | 27 | 117 | 216 | ..... | 360 | 176 | 4 | ..... | 77 | ..... | 35 | 188 | 49 | ..... | 1,390,245 |
| Powell & Ruthven.....do. | 786 | 2,170 | 3,994 | 145 | 7,095 | ..... | ..... | ..... | ..... | ..... | 36 | ..... | ..... | 80 | ..... | 78 | 225 | ..... | ..... | 398,065 |
| E. B. Nichols & Co.....do. | ..... | 1,627 | 2,974 | 408 | 5,009 | ..... | 643 | 21 | ..... | 664 | 121 | ..... | ..... | 426 | ..... | 783 | 352 | 5 | ..... | 330,100 |
| R. & D. G. Mills.....do. | 7,324 | 1,260 | 1,967 | 62 | 10,613 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 116 | ..... | 1,077 | 1,722 | ..... | 313 | 662,376 |
| T. H. McMahan & Gilbert.....do. | 1,969 | 6,219 | 161 | ..... | 8,349 | ..... | 265 | ..... | ..... | 265 | 264 | ..... | 12 | 44 | ..... | 10 | 88 | 8 | 14,778 | 498,955 |
| Ladd & Armory.....do. | 1,282 | 1,481 | 6,030 | ..... | 8,793 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 483,615 |
| Sorley, Smith & Co.....do. | 1,608 | 1,250 | 195 | 653 | 3,706 | ..... | 102 | ..... | ..... | 102 | 130 | ..... | ..... | 113 | 1,832 | 432 | 800 | ..... | ..... | 257,267 |
| Wood & Power.....do. | 6,204 | 201 | 892 | 20 | 7,317 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 | ..... | 403,035 |
| W. Hendley & Co.....do. | 4 | 3,594 | 58 | 130 | 3,786 | ..... | 221 | ..... | ..... | 221 | 51 | ..... | ..... | 17 | ..... | 192 | 76 | ..... | ..... | 221,739 |
| John Shackelford.....do. | 361 | 2,552 | ..... | ..... | 2,913 | ..... | 181 | ..... | ..... | 181 | 25 | 9 | ..... | 30 | ..... | 44 | 384 | ..... | ..... | 169,129 |
| W. A. Kain.....do. | 517 | 403 | 112 | ..... | 1,032 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 2 | ..... | ..... | ..... | ..... | ..... | 56,770 |
| C. W. Adams.....do. | ..... | 9 | 1,123 | ..... | 1,132 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 16 | ..... | 50 | ..... | ..... | ..... | 62,850 |
| Dean, Randle & Co.....do. | 523 | 1,069 | 8 | ..... | 1,600 | ..... | ..... | ..... | ..... | ..... | 6 | ..... | ..... | ..... | ..... | 153 | 118 | ..... | ..... | 97,745 |
| L. Frosh.....do. | 47 | 158 | 1,339 | ..... | 1,544 | ..... | ..... | ..... | ..... | ..... | 50 | ..... | ..... | 30 | ..... | ..... | ..... | ..... | ..... | 86,320 |
| Th. Wagner.....do. | 296 | ..... | 386 | ..... | 682 | ..... | 20,433 | 1,110 | ..... | 21,543 | 3 | 58 | 79 | 78 | ..... | ..... | ..... | ..... | ..... | 125,481 |
| Ball, Hutchings & Co.....do. | ..... | 315 | 258 | 175 | 748 | ..... | 59 | ..... | ..... | 59 | ..... | 2 | ..... | 6 | ..... | 699 | 178 | 51 | ..... | 85,541 |
| Lewis & Lufkin.....do. | ..... | 266 | 125 | ..... | 391 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 21,505 |
| A. Heydecker.....do. | 1,801 | 308 | ..... | ..... | 2,169 | 100 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 119,670 |
| Sam Maas.....do. | ..... | 78 | ..... | ..... | 78 | ..... | 656 | 508 | ..... | 1,164 | 13 | 2 | 25 | 25 | ..... | ..... | ..... | ..... | ..... | 9,790 |
| L. S. Bearce.....do. | ..... | 121 | 550 | ..... | 671 | ..... | 12,508 | 7,902 | ..... | 20,410 | ..... | 72 | 40 | 12 | ..... | ..... | 103 | ..... | ..... | 119,332 |
| Schramm & Muller.....do. | 1,506 | 377 | 77 | ..... | 1,960 | ..... | 134 | ..... | ..... | 134 | ..... | ..... | ..... | ..... | ..... | 83 | 475 | ..... | ..... | 117,617 |
| Mather, Hughes & Saunders.....do. | ..... | 534 | 37 | 3 | 574 | ..... | 284 | 118 | ..... | 402 | 144 | 6 | ..... | 10 | ..... | 10 | ..... | ..... | ..... | 37,577 |
| H. de St. Cyr.....do. | 2,058 | 1,050 | 1,585 | ..... | 4,739 | ..... | 4,239 | 132 | ..... | 4,371 | 88 | 11 | ..... | 2 | ..... | ..... | 40 | ..... | ..... | 277,666 |
| A. V. Armin.....do. | 1,588 | 734 | ..... | ..... | 2,322 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 127,710 |
| Sundry Shippers.....do. | 1,182 | 2,506 | 63 | 760 | 4,511 | ..... | 2,177 | 332 | ..... | 2,509 | 126 | 11 | ..... | 145 | 2,662 | 95 | 483 | ..... | ..... | 311,924 |
| Merchants of Houston.....do. | 3,982 | 3,833 | 3,788 | ..... | 11,603 | ..... | ..... | ..... | ..... | ..... | 19 | ..... | ..... | 61 | ..... | ..... | ..... | ..... | ..... | 639,945 |
| Total export from Galveston..... | 77,184 | 39,034 | 27,788 | 2,356 | 148,362 | 127 | 42,019 | 10,339 | ..... | 52,385 | 1,300 | 194 | 156 | 1,792 | 4,494 | 4,023 | 6,083 | 121 | 15,091 | 8,795,674 |
| Total export from Matagorda Bay..... | 240 | 5,461 | ..... | 19,588 | 25,289 | ..... | 13,621 | ..... | 3,367 | 16,988 | 182 | ..... | ..... | 2,308 | 15,302 | ..... | ..... | ..... | ..... | 1,700,220 |
| Total export from Sabine..... | ..... | ..... | ..... | 14,875 | 14,875 | ..... | ..... | ..... | 2,556 | 2,556 | 22 | 32 | ..... | 5,406 | ..... | ..... | ..... | ..... | ..... | 9,910,950 |
| Total Texas exports..... | 77,424 | 44,495 | 27,788 | 36,819 | 188,526 | 127 | 55,640 | 10,399 | 5,923 | 71,920 | 1,504 | 236 | 156 | 4,100 | 25,202 | 4,023 | 6,083 | 121 | 15,091 | 11,406,844 |

Notes to the foregoing statement.

About 2,000 bales of cotton have gone by land, principally from San Antonio and New Braunfels, to Mexican markets, which are not included in the above tables.

The valuation in the above statement is made for cotton at \$55 per bale, same last year; for hides at \$3 75, against \$3 last year; for peltries at \$50 per bale; for wool at \$25 per bale; for tallow at \$30 per barrel; for pecans at \$5 per sack; for beeves at \$15 each; for sugar at \$55 per hogshead; for molasses at \$10 per barrel; for leaf tobacco at \$50 per case; for cotton seed \$2 per sack.

The following is a comparison of shipments of cotton from this port, viz:

| | | | |
|-----------|-------------------|--------------------|-------------|
| 1859..... | 148,362 bales, at | \$55 per bale..... | \$8,159,910 |
| 1858..... | 117,391 bales, at | 55 per bale..... | 6,456,505 |
| 1857..... | 66,984 bales, at | 60 per bale..... | 4,019,040 |
| 1856..... | 91,737 bales, at | 40 per bale..... | 3,670,000 |
| 1855..... | 59,562 bales, at | 40 per bale..... | 2,382,000 |
| 1854..... | 80,363 bales, at | 38 per bale..... | 3,063,800 |
| 1853..... | 65,890 bales, at | 41 per bale..... | 2,701,500 |

The shipments to European ports have been for each year ending 31st of August:

| | 1855. | 1856. | 1857. | 1858. | 1859. |
|---|---------------|---------------|---------------|---------------|---------------|
| To Great Britain.....bales... | 8,925 | 19,661 | 9,792 | 33,171 | 46,563 |
| To France.....bales... | 1,570 | 5,166 | 4,428 | 1,689 | 7,875 |
| To other continental ports.....bales... | 5,664 | 9,175 | 6,687 | 14,716 | 22,986 |
| | <u>16,159</u> | <u>34,002</u> | <u>20,907</u> | <u>49,576</u> | <u>77,424</u> |

It will be perceived, that of the cotton received here 2,356 bales only were reshipped to New Orleans, while the Bay of Matagorda and Sabine Pass have sent 34,463 bales to that port.

In hides there is a decrease of 508 pieces; in wool there is an increase of 592 bags; in pecans there is an increase of 3,683 bags; in beeves there is an increase of 11,603 heads, compared with last season's shipments.

There have been shipped by Galveston merchants 136,759 bales cotton against 11,603 bales for account of Houston merchants.

Imports from foreign countries.

The imports during the past year have been: From Bremen, \$48,808; from England, \$213,779; from France, \$27,186; from Holland, \$276; from Sardinia, \$3,020; from Mexico, \$755; from Brazil, \$76,433; from Canary Islands, \$7,561.

| | |
|---|-----------|
| Total amount of importation..... | \$377,818 |
| Amount of duties collected..... | 74,570 |
| Amount of duties assessed..... | 100,314 |
| Goods transferred from other districts..... | 79,396 |

Removal of our light-ship.

We call upon our delegation in Congress to notice the advertisement published in the "Civilian," giving ten days' notice of the removal of the light-vessel at the entrance of Galveston harbor—a notice almost as ridiculous (were it possible) as the removal of the light-vessel herself—"a notice to mariners." Indeed, how are the masters of vessels now on the voyage from Europe, or even from the Atlantic ports, to receive this notice? We have already, in a former number, commented upon the ridiculous attempt of the general government to substitute the beacon-lights referred to. Our best informed navigators, and our steamship commanders, agree that they are comparatively useless; and the almost absolute necessity of our steamships having to lay outside all night hereafter, greatly to the discomfiture, if not the actual peril, of our ships and our people.

In our notice of this before (which was before any expense had been incurred) we stated, and we think clearly showed, the impracticability of this change; and we then thought that the matter was of sufficient importance for the government to look further into it before taking a step so important to the inhabitants of this State—so important as to jeopardize not only our property but our lives; as no one who knows the situation of our bar, and the weather that we have to encounter, will say that both property and life are being greatly jeopardized by this act. Equally as well might there be no notice given, for it is in fact no notice. Our cotemporary, the "Civilian," joined with us in the condemnation of this act, and a memorial signed extensively by our citizens, was forwarded to the proper department, setting forth these facts; but it appears as if no heed could be taken to the wishes of our people in a case so simple as this. And we will now ask why does the government make this removal? The answer is simply this—*economy*. The government of the United States cannot afford to keep a light-vessel at Galveston, where millions of property and hundreds of lives are jeopardized daily. A matter of economy, indeed! and the subterfuge of light-beacons placed in its stead—as we suppose, placed to blind us—presuming that they would be quietly received in place of the light-ship.

This act on the part of our government requires from us something more than a mere common-place remark. The act is an outrage upon us; an important port like ours to be sacrificed in this manner! Our enterprising and scientific citizen, Lieutenant W. N. Stevens, so long the inspector of lights in our district, upon being called upon to answer by some of our citizens where this act of the government originated, and if it was by his recommendation, answered promptly that he never did and never would make such a recommendation; that it was got up by the Light-house Board, and came through without consulting him, and *to them belong the glory*. We venture our reputation that no scientific man acquainted with this place will undertake to defend the government for such a disgraceful act.

Four years ago the lamented Rusk filed the memorial of our citizens for a screw-pile light-house on the north breakers; his death occurring

soon after, there it appears to have slept ever since. We do hope our delegation will take these matters up, and see that we have justice; nothing more do we ask.

Let it not be supposed that this is a matter in which Galveston alone is interested. The people throughout the State are even more interested than we are; for any increase of insurance caused by the increased hazards from the removal of the light-ship will have to fall on the people of Texas at large.

To Commander Thornton A. Jenkins, Secretary of the Light-house Board:

The undersigned respectfully represent to you, and through you to the Light-house Board, that the light on Bolivar Point, at the entrance of the harbor of Galveston, in the State of Texas, does not as fully answer the purpose of navigation as the rapidly-increasing commerce of the port demands, inasmuch as its position, four and a half miles inside the bar, and the constant mist arising from the surf on the north breakers, it is rarely sighted by vessels approaching the bar, until within a short distance of it, and entirely too close for safety, without knowing their true position.

By reference to the accompanying chart of the coast, it will be seen at a glance that vessels bound for Galveston, and looking for the light, are in danger of getting behind the north breakers before they sight it; and, from the abrupt decrease in the soundings, and the difficulty of working off into deep water again, to double the north spit, masters of vessels acquainted with the coast will not attempt to sight the light, running down the coast, but prefer laying to until daylight, and depend upon seeing the church steeples in the city, rather than the light-house.

Your memorialists would respectfully ask for a screw-pile light-house, to be placed either on the north breakers or on the south middle ground; which, in their opinion, would supersede the necessity of the present light-ship, and would give all the facilities necessary to the commerce of the port; with regard to which your memorialists would respectfully submit the following data:

The value of the exports, for the year ending the 31st of August, 1856, was \$4,343,115. The rapidly increasing emigration to the State, demanding a very large increase of importations beyond the exports to meet its wants, and the large importations necessary to supply the markets of San Antonio, and other inland towns, which furnish large quantities of merchandise for the Mexican market, as also the necessary supplies for large portions of our State, whose exports find an outlet by Red River, Sabine Pass, and Matagorda Bay, and which keep constantly employed, as regular traders to the port, eight first-class steamships, some of them of one thousand tons burden and over, and twenty-five square-rigged vessels of twenty thousand tons burden, and bringing imports to the value of over twelve million dollars, of which large portions recross the bar in smaller vessels, destined for

other ports in the State. The United States mail steamships, from New Orleans, make three trips per week, and cross the bar four times per trip, making six entrances and six departures over the bar per week, bringing full cargoes and large numbers of passengers each trip. The New Berwick's bay line, just established, with two steamships of one thousand tons burden each, cross the bar each three times per week. The said steamships almost always arrive off the bar during the night, and are very frequently detained until daylight before they can find the entrance to the harbor.

All of which is respectfully submitted.

R. & D. G. Mills,
J. C. Kuhn & Co.,
William Hendley & Co.,
Albert Ball, President Union Insurance Company,
Pilots' Association, by S. M. Hitchcock, agent,
E. B. Nichols & Co.,
Powell & Ruthven,
J. Shackelford,
Kauffman & Klaener,
Ball & Hutchings,
T. H. McMahan & Gilbert,
J. & A. B. Block,
Dean & Cramer,
A. Lewis & Co.,
George Butler,
Andrew Grover,
E. S. Wood,
Daniel D. Atchinson,
Philip C. Tucker, jr.,
E. L. Ufford,
Brown & Kirkland,
D. H. Pallais,
J. S. Sydor,

A. P. Lubkin,
John N. Row,
H. McLeod,
J. M. Jones,
John M. Beers,
F. Simms,
James G. Hurd,
W. Richardson,
E. O. Lych,
Lynn & Williams,
Southwick & Son,
John S. Rhea,
H. D. St. Cyr, French Consul,
Carnes & Trabue,
Compton & Strother,
John Adams,
J. P. Davie,
John Berlocher,
L. S. Perkins,
James Sorley, President Chamber of Commerce,
Thomas M. Joseph,
Wood & Power,
H. Stuart,
E. P. Hunt, agent for Underwriters.

GALVESTON, TEXAS, *May 6, 1857.*

